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Meeting of stockholders

Wilmington, Charlotte, Rutherford  
railroad 1860



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PROCEEDINGS

OF THE

MEETING OF THE STOCKHOLDERS

OF THE

Wilmington, Charlotte & Rutherford

RAIL ROAD COMPANY,

AT THEIR

ANNUAL MEETING AT WILMINGTON, N. C.,

OCTOBER 26TH, 1860.

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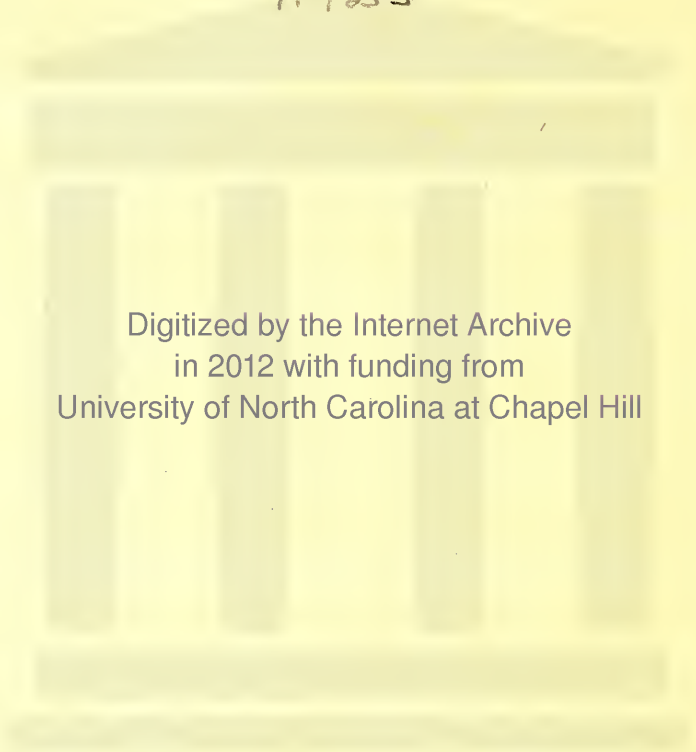


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# MINUTES

FROM THE

## JOURNAL OF THE STOCKHOLDERS.

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The Stockholders of the Company assembled at the Town Hall, in Wilmington, on the 26th day of October, A. D., 1860, (it being the fourth Friday of the month,) at half-past ten o'clock, A. M.

On motion of H. W. Guion, Dr. Neill McNair, was called to the Chair, and on motion of W. L. Steele, Messrs. John W. Leak and Duncan A. McRae were requested to act as Secretaries.

The Chair then appointed Messrs. W. L. Steele and Joseph A. Parker the Committee to verify proxies and ascertain and report the number of shares represented in this meeting.

After inquiry, the said Committee reported, that there was represented  
In Person,..... 1,625 shares.  
By Proxy,.....14,055 “

Making a total of .....15,680 “  
in this meeting, and that the same constituted a majority of the shares of the capital stock of the Company.

Said Report being concurred in, the Chair announced the meeting duly organized and ready to proceed with its business.

The meeting assenting, the President read the Annual Report of the President and Directors, with the accompanying Reports of the Treasurers, Chief Engineer, and Master of Transportation.

The Reports of the Auditing Committees for the past year were then read, viz :

WILMINGTON, N. C., Oct. 26th, 1860.

The undersigned, Auditing Committee for the Eastern Division of the Wilmington, Charlotte & Rutherford Rail Road Company, have discharged the duties assigned them, and beg leave to report that they have found the books and papers kept with a fair degree of neatness, and entirely correct.

The Treasurer for the past year having resigned his office, they were very particular in the examination of his cash accounts, and found all payments supported by proper vouchers, properly examined and approved by the President of the Company.

Respectfully submitted.

SALTER LLOYD, }  
A. S. MILLER, } *Committee.*

*To the Stockholders of the*

*Wilmington, Charlotte & Rutherford Rail Road Company :*

We, the undersigned, Committee appointed at the last Annual Meeting of the Stockholders of said Road to audit the accounts of the Treasurer of the Western Division, beg leave to make the following report :

Upon examination of the books of the Treasurer, and the vouchers on file in his office, we find that the report made by the Treasurer to the President of your Company, which is hereto appended, is correct. We beg leave to say that the books and papers of the Company we find kept in the best style, and the entire business of the office most creditable to your Treasurer.

Respectfully submitted.

W. I. T. MILLER, }  
C. T. N. DAVIS, } *Committee.*  
BENJ. H. SUMNER, }

Lincolnton, N. C., Oct. 20th, 1860.

On motion, it was

*Resolved*, That a Committee of three be appointed to take into consideration that part of the Annual Report that recommends this Company to memorialize the Legislature upon the subject of a further loan to the Company.

The Chair appointed for said Committee Messrs. Joseph Green, Thos. A. Norment and P. K. Dickinson.

On motion of Mr. Thomas A. Norment, the meeting agreed to enter upon the election of thirteen Directors for the ensuing year. Whereupon Messrs. H. H. Robinson and J. A. Parker were appointed Tellers to superintend the election, and the usual recess for fifteen minutes was allowed for conferring together and preparing ballots.

On coming to order the Committee on the election, reported that the following gentlemen had each received a majority of the votes cast, and that the same were elected Directors for the ensuing year, viz :



Messrs. H. W. Guion, of Lincoln,  
 R. H. Cowan, }  
 A. H. VanBokkelen, } ..... Wilmington,  
 T. D. Meares, ..... Brunswick,  
 John A. McDowell, ..... Bladen,  
 R. S. French, ..... Robeson,  
 W. L. Steele, ..... Richmond,  
 S. W. Cole, ..... Anson,  
 S. H. Walkup, ..... Union,  
 S. W. Davis, ..... Mecklenburg,  
 C. C. Henderson, ..... Lincoln,  
 G. Dickson, ..... Cleveland.  
 A. G. Logan, ..... Rutherford.

The said Report was concurred in and adopted.

The Committee on the Memorial reported as follows :

The Committee to whom was referred that portion of the Report of the President and Directors, relative to preferring a memorial to our next General Assembly, in relation to the additional aid necessary for the completion of our Road, having fully considered the same, beg leave to report,

That we heartily concur in the recommendation of the Board, and suggest that a Committee of thirteen be appointed by the Chair to prepare and present such memorial; and that they be requested to lend their personal assistance, as far as they can, to procure the desired aid from the Legislature.

Respectfully submitted.

JOSEPH GREEN,  
 THOS. A. NORMENT, } Committee.  
 P. K. DICKINSON, }

Which said report was adopted, and the chair appointed the following gentlemen said committee, viz :

Messrs. Thos. D. McDowell,	Hon. R. S. French,
W. L. Steele,	Messrs. T. A. Norment,
T. S. Ashe,	H. W. Guion,
S. W. Cole,	Joseph Green,
A. J. DeRosset,	S. Lloyd,
William Lander,	H. B. Williams.
John Dawson,	

On motion of R. H. Cowan, Esq., it was

*Resolved*, That Messrs. Salter Lloyd, A. S. Miller and S. D. Wallace constitute the Auditing Committee on the Eastern Division for the next year; and Messrs. W. H. Michal, B. S. Johnson and C. T. N. Davis the Auditing Committee on the Western Division.

On motion of T. D. Meares, it was

*Resolved*, That the proceedings of this meeting be published in pamphlet form by the Board of Directors.

On motion of R. H. Cowan, it was

*Resolved*, That the next regular Annual Meeting of the Stockholders shall be held in the town of Charlotte, on the fourth Wednesday of October, A. D., 1861.

The following resolution was offered by H. W. Guion, Esq., and being put by him, was unanimously adopted :

*Resolved*, That the courtesy and ability with which our Chairman has presided over and conducted our deliberations, demand our best acknowledgements, and the same are hereby tendered to him.

And, upon motion of Col. Steele,

*Resolved*, That our obligations are due to our Secretaries, for the ready and efficient manner in which they have severally discharged their respective duties.

The Chair then announced the meeting adjourned *sine die*.

NEILL McNAIR, *Chairman*.

JOHN W. LEAK,  
DUNCAN A. McRAE, } *Secretaries*.

## REPORT OF THE PRESIDENT AND DIRECTORS.

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*To the Stockholders of the Wilmington, Charlotte & Rutherford Rail Road Company, at its Regular Annual Meeting, held in the town of Wilmington, on Friday, the 26th day of October, A. D., 1860.*

GENTLEMEN :

In rendering an account of our stewardship for the year past, it will be impossible for us to enumerate fully all the operations of the Company, or present to you a detail of all the obstacles we have met to that rapid progress which we have earnestly desired. Our space and time would not permit it, and we trust that a brief and comprehensive statement of the year's proceedings, and our future prospects, will satisfy your demands.

With the view of executing your plans, as indicated at the last Annual Meeting, upon the recommendation of the Board, in the month of December agents were despatched to the most favorable points in Eastern North Carolina and Virginia to hire for the Company as many as four hundred slaves to labor upon the Road in various ways. So great, however, was the demand for labor, that in the month of January, with the best prices offered, we only obtained, on both divisions, 160 hands. Since then the number has been moderately increased by accessions to our force at different times.

Disappointed in this way, and yet determined, if possible, to progress, with reluctance we yielded to the necessity of procuring emigrant laborers, and we accordingly organized two white forces on the Eastern Division, and one on the Western. In all, however, the force has been much smaller than was proposed originally, and its efficiency has been impaired by sickness, the heats of summer and untoward weather. One portion of the force was put on the gravel train at Riverside, another portion on the track, another at trestle-work, and the largest portion on the grading. In addition to the scarcity of labor, we have met a great difficulty, and one that was not anticipated, in procuring cross-ties ahead of the track, and that too in a country through which the finest timber abounds. We have had to haul our ties from twenty to fifty miles, and then labor under the disadvantage of having them behind the track-layers. We are now reaching that part of the line, however, along which the ties are delivered; and, for the future, we shall be relieved from this source of annoyance, delay and expense. On the 30th of November last, our first section of twenty-five miles, from Riverside, was completed, and

on the last day of December we received from the Treasurer of the State our State aid, \$200,000, for that section. The charter prohibiting the sale of the Bonds by the Treasurer below par, compelled us to bid par for them, and the whole issue was awarded to us. Our aid therefore came to us in the form of State Bonds. The second section was finished on the 18th day of July last, and on the 20th of that month we received our State aid from the Treasurer, as upon the first section. The track is now laid three miles West of Lumberton, and as there are but nine and a half miles on that section to put down, and the material convenient, we may hope for the completion of the third section by the first day of December next; and by the end of the year, we should finish six miles on the fourth section. As there is but little graduation and no bridges on the fourth section, and the ties are delivered, we may hope for better progress on that than the preceding sections. The completion of this will take us up into Richmond County,  $12\frac{1}{2}$  miles East of Rockingham. Between this point and Rockingham, there are three whole sections which have never been let to contract, now being graded by the Company's white force, and also three other parts of sections to be finished by the slaves hired by the Company. As we have never been able to find contractors for the five miles between Rockingham and the Pee Dee, nor to procure a sufficient force to put upon it, that part of the line is yet untouched, and it is much to be regretted, as the Pee Dee bridge masonry is fairly under way, and likely to be finished in the next spring. In Anson, the work is continuously let from the Pee Dee to Brown Creek, seven miles West of Wadesboro', and one section West of Brown Creek. In Union County, the work is let, with the exception of a few sections in the Eastern end of the County, and the probability is that contractors will be found for most of them. In Mecklenburg, we have an Irish force varying from 35 to 75 hands, operating upon three heavy sections since the first of July. Five other sections have been let to contractors,—leaving some ten sections to be provided for. Only three bridges are necessary between Riverside and Rockingham, and they have been erected, viz: one at Livingston Creek, and two across Lumber River; and the heavy trestle work at the Brown Marsh and Great Swamp is all finished. Iron enough has been delivered to take us to the middle of the fourth section, and enough contracted for to take us to Rockingham.—Chairs and Spikes are already delivered for the same distance.

The point selected for crossing the Pee Dee River is about  $1\frac{1}{2}$  miles below Wall's Ferry, and where Deberry's Island, 700 feet across, divides the River into two arms, the eastern 800 feet, and the western 300 feet in width. The masonry for the Bridge has been in the charge of Mr.

Asa Chilson for the year past, and as far as gone, is done well, substantially and satisfactorily. For economy and expedition, we have laid down a stringer track railroad from the east abutment up the River for half a mile to some of the quarries—but the chief quarry is in the bed of the River itself, near the Bridge site. During the summer the force has been employed in getting in the foundations of the piers, and prior to Sept. 1st, had succeeded in raising all the piers and the abutment upon the eastern arm above water. This is a great point gained, and secures continuous employment to the hands during the winter, and at all stages of the water. For the prosecution of this important and costly work, the Company is indebted to the kind and indulgent aid of the Bank of Wadesborough. We may hope for the completion of the masonry during the spring of next year.

With the view of accommodating our citizens, who had gone into the Turpentine business on the faith of our taking it to market for them, in May we chartered a Steamboat by the month to ply between Riverside and Wilmington, as occasion might require. We then, without system, commenced taking freights irregularly, and as best we could; receiving them on the downward material trains, when leisure would permit. On the 5th of July, our equipment being increased, we commenced running a regular tri-weekly train for freights and passengers, with an occasional train for freights alone. Owing to the lightness of our equipment, and the unusual demand upon it for the transport of our material for construction, of course our freighting business has been done very imperfectly, and more with reference to the wants of our friends than our own interests. Our freight returns would have been doubled but for the exigencies of construction; and we regret that our ability has not been fully adequate to the wishes of our patrons.

On this Eastern Division we have five Locomotives, bearing the names of our counties, except the first, which bears the honored appellation of "*The Old North State.*" She is of eighteen tons, and was built by M. W. Baldwin & Co., of Philadelphia. The 2d, The Rutherford, and 3d, The Cleaveland, of the same size, and built by the same parties. The 4th, the "*Brunswick,*" of twenty tons, built for the Western Division, by Messrs. R. Norris & Son, of Philadelphia; and the Gaston, of thirteen tons, a construction engine, of peculiar structure, planned by Wm. Gaston Hamilton, Esq., and built by the Jersey City Locomotive Works.— We have purchased and received two Passenger Coaches, 10 Box Cars, 25 Platform, 12 Gravel, 12 Section and Crank Cars, and have also contracted for other Cars as follows: One 2d Class Passenger, Baggage and Mail; one Combination Car; 10 box, 10 Platform and 2 Cattle Cars.

Seeing no probability that the Company, with any means it can command, will be able to build the Road across the two branches of the Cape Fear River from Riverside to Wilmington in any definite period, the Board determined to establish a Steam Ferry of the most approved kind, for doing the business of the Company economically, expeditiously and with certainty. In January bids were received, ranging from \$30,000 to \$50,000, for a boat that would transport on its deck eight loaded freight cars at a time, but these were deemed too high for the state of the treasury. In the course of the summer, however, the opportunity presented itself, and we purchased a boat that had been built and used for this purpose, on the most favorable terms. She is now being repaired and re-fitted, as well for the transport of loaded cars as for passengers; and when received will be as good as when new. Her cost originally was \$20,000. With a new and strong boiler, a very superior low-pressure steam engine, room for three loaded cars, and side saloons for passengers, fitted and furnished in fine style, with all the modern improvements, her cost will not exceed \$7,000. This boat will make the trip from Wilmington to Riverside in half an hour, about as quick as the cars could make it, crossing bridges and trestles, if the Road were finished. It is also proposed to have a large transport constructed, for the purpose of receiving on deck six loaded cars, two abreast, and let her be towed up and down by the Clarendon. The floating docks being properly constructed, by the aid of a small engine now in the steamboat, one minute is deemed a sufficient time for the transfer of each of the cars to and from the decks of either the transport or the steamer. By this method, we hope that the business of the Company can be done with satisfaction to itself and its patrons, and at much less outlay than was at first estimated.

Looking forward to the day when our business must be done with the strictest system, and our interests guarded in the best practicable mode, the Board have prepared a system of Rules and Regulations for the working economy of the Road. By these, only four separate departments are necessary, each having a head manager to supervise and direct its operations.

1st. The *Treasury Department*, with the Treasurer at its head.

2d. The *Transportation Department*, with the "Master of Transportation" at its head.

3d. The *Mechanical Department*, with the "Master of Machinery" at its head.

4th. The *Road Department*, under the direction of the "Road Master."

Only the first two of these places have been filled. Mr. Duncan A. McRae, a native of Montgomery county, has been elected to fill the office of Treasurer, made vacant by the resignation of Mr. Cowan, on the 1st of October; and the post of Master of Transportation has been conferred upon Mr. T. L. Love, of Wilmington. We should require from the head of each department, not only frequent reports to the Board, but also an Annual Report for the Stockholders' meeting, setting forth the operations of their respective departments for the year preceding.

The report of our Master of Transportation, for the last four months, is herewith presented.

The reports of our Treasurers are herewith presented, and are so prepared as to exhibit the state of each account on both sides, for the year, with a fuller exhibit of the receipts and disbursements of their cash.

The report of the Master of Transportation is also appended, showing the amount of business done for our customers to the 1st of October, but not including the transportation done for the Company. It is proposed that in future the Reports of this Department shall be more full, and exhibit as much in detail as possible the kind and quantities of all articles transported.

#### THE WESTERN DIVISION.

The graduation and masonry on this Division having progressed to such an extent that it was deemed practicable to lay down the iron for fifty miles from Charlotte to Shelby, without much interruption, we despatched an agent to London, to purchase the necessary iron from the Manufacturers directly, believing that much might be saved to the Company by so doing. He purchased 4,500 tons from Messrs. F. Levick & Co., Manufacturers of established reputation, on fair terms, the iron to conform to the pattern used upon the Eastern Division. Nearly all the iron has been delivered, and transported to Charlotte over the Wilmington and Weldon, and North Carolina Roads, and the Wilmington and Manchester, and the Charlotte and South Carolina roads. The track has been laid from Charlotte, across the Catawba River, for a distance of about thirteen miles. Much more would have been done but for the delays of building the Bridge across the Catawba River, and also by the failure of one of our contractors to fulfil his contract in grading the section just beyond it. The Bridge over Long Creek, a lattice of two spans—and the one over the Catawba, Howe's truss of four spans, are well and substantially built. The tracklayers have now resumed their labours, and if not prevented by inclement weather, will reach Lincolnton before the end of the year, and complete the first two sections, in all probability, by the middle of March. To do this, however, an extraordinary exer-

tion must be made to finish the bridge over Buffalo Creek, which is just within the end of the fifty miles, by a short distance. This Bridge will be eighty feet high, of three spans, and of the Burr pattern. The masonry on it is progressing finely, and promises to be finished in ample time, yet untoward circumstances, as they have often done at other points, may arise to defeat our hopes. The payment for our iron is dependent upon the completion of the sections, and as our Bills are running to maturity, it is all-important to complete these sections, so that we may receive our loan from the State, and punctually perform our engagements in London. The cross-ties are ready, the chairs and spikes delivered, and an energetic force will probably accomplish the work, if the season shall not prove prohibitory to its operations.

On this Division we have two Locomotives, "The Wilmington," of 20 tons, built by Messrs. R. Norris & Son, of Philadelphia, and the "Bladen," of 20 tons, built by the Jersey City Locomotive Works for the Eastern Division, but transferred in the place of the Brunswick.— We also have 4 box cars, 10 platform, 4 track and crank, and 2 house cars for the track-layers. We have contracted for other cars as follows: 1 first class passenger coach, 1 second class baggage, mail and passenger coach, 16 box cars, 2 cattle cars and 5 section cars. We have also contracted for the lumber for the Bridges over the South fork of the Catawba and Indian Creek, and the same is now being delivered; and the material is now preparing for the Warehouses at Charlotte, at "Brevard," opposite Dallas, in Gaston County, at Lincolnton, and Shelby, and one other remaining yet to be provided for at Cherryville, between Lincolnton and Shelby.

We may certainly hope to complete the Road to Shelby within six months. Beyond it, towards Rutherfordton, there must be delay, owing to the fact that Rutherford County was unwilling that her subscription of \$60,000 should be expended out of that County. As the grading was all let in it, it would have been simple in the Board to have sacrificed her subscription in the building of bridges, which could not be reached until the grading West of Shelby to the Rutherford line should be in a fair way of completion. The expenditure would have been a ludicrous one, as we should have had several very high and expensive bridges sitting idle upon their seats, waiting for the slow graduation to reach them. The Justices of the County have reconsidered their decision, and placed the County subscription at the command of the Board, and with it we have already contracted with energetic citizens of Rutherford for the entire work, heavy and expensive as it is, between First Broad River and the section West of Sandy Run, and they have entered



upon their contracts with a determination that the Railway shall reach Rutherfordton as early as possible. There now remains but a few sections between Shelby and Rutherfordton, and these are chiefly light work that can present but little obstacle to final success. With the exception of the bridges then, there is but very little to impede us between Shelby and Rutherfordton.

Having thus succinctly stated the operations of the past, it will be expected from us, who are familiar with the ground, to present a prospective view of the future. In doing so, as provision is made for reaching Rockingham, we shall consider the first Division of the Road as completed, and confine our suggestions chiefly to the Upper Eastern Division, from Rockingham to Charlotte, and to the unfinished sections of the Western Division.

Upon the Upper Eastern Division, Anson County has subscribed \$150,000  
 Union County has subscribed..... 60,000  
 Mecklenburg County has subscribed..... 30,000

Making a total of.....\$240,000

In Anson and Union the great body of the graduation has been let to contract, and in Mecklenburg we have let some five sections to contractors, and had three other sections in the hands of a white force since 10th July. Our subscriptions in these counties will be fully absorbed by the work now doing, and considerably more, for we have anticipated our State aid through these Counties, as far as we felt safe in doing; the contractors agreeing to take our Company bonds for a portion of their work, and await their payment until our State aid for those Counties shall be received. There remains yet to be let on this Division,

6 sections in Richmond,	10 sections in Union, and
8 " in Anson,	10 " in Mecklenburg.

To ascertain as precisely as possible the deficit on this Upper Eastern Division, we exhibit estimates of the cost of the work in each County, with our means of meeting them :

5:00 miles in Richmond County, for Graduation, Bridges, Warehouses, Land Damages, Engineering, Contingencies, Superstructure and Equipment, all complete, the estimate is.....	\$118,352
27:27 miles in Anson County, for the same.....	515,755
25:63 " " Union " " .....	385,781
12:66 " " Mecklenburg County, for the same.....	302,235
Pee Dee Bridge,.....	65,000
70:56 miles	\$1,387,123

To meet this we have County Bonds,.....	\$240,000	
State Loan,.....	564,480	804,480
		<hr/>
Deficit on Upper Eastern Division,.....		\$582,643
To this we should add,		
For Warehouses East of Rockingham not yet provided for,.....	16,000	
Our Bonds to Contractors,.....	40,000	
Wharves and Floating Docks, &c.,.....	25,000	81,000
		<hr/>
		\$663,643

To this amount we should add about \$30,000 for loss on the sale of Bonds, but as we have that much due us in Stock which we can probably collect, and which is not being worked out, it need not be taken into the estimate.

On the Western Division most of the graduation is ready, or in a state of progress, leaving to be provided for only.....	\$101,760	
To erect the bridges,.....	203,470	
For Sills on 31 miles—Warehouses, Water Stations, Engineering, Tracklaying and Contingences,.....	99,076	
For Equipment 81.1 miles,.....	\$97,320	
Deduct now paid for,.....	27,000	70,320
		<hr/>
Bonds to Contractors,.....	53,000	
Freight on Iron from Wilmington to Charlotte,	45,000	
		<hr/>
		\$572,626

To meet this in part we have State aid on sections two and three, to spare over cost of iron,....	\$190,000	
Cleveland Bonds,.....	9,000	
Stock not now being worked out that can be collected and applied,.....	30,000	229,000
		<hr/>
Deficit on Western Division,.....		\$343,626
For the entire completion of the Eastern Division we shall need,.....		\$663,643
For Western Division we shall need,.....		343,626
		<hr/>

Total deficit,.....\$1,007,269

A sum, that, for the completion of a work of the magnitude and importance of this is very inconsiderable. From Wilmington to Rutherfordton the distance is  $268\frac{3}{4}$  miles, and in the Northern States such an enterprise would not tremble at a debt of even twenty millions. We

have the whole cost of ours provided for except one million, and with that borrowed, our debt will be only three millions of dollars. To what source then can we look for the needed loan? If we turn to Northern capitalists, our bonds must be sacrificed at a discount of one-half, and make our additional debt two millions instead of one, for they will meet us with the reply, that our whole road and all our property is under a long mortgage to the State, and every argument will be used to depreciate our paper. We must naturally look to the State then for the necessary help. She has deemed this work worthy of being built, and to encourage her citizens to undertake it, promised to loan them what, at the time, was thought possibly sufficient. That aid now proves to be too little, after her citizens have taxed themselves liberally, and made every exertion for its completion. With her experience, she is now well aware that \$8,000 per mile on her part is inadequate to the building of a Rail Road through any, even the richest, of our communities. To the North Carolina Road she subscribed capital, requiring no return of interest, to the extent of \$13,500 per mile. To the Atlantic and North Carolina \$15,000, and Western North Carolina \$16,000 per mile; and of course no lengthy argument or array of figures will be required to satisfy her that her aid to the extent of \$11,400 per mile is necessary to build a Road of a similar character to those already aided; and she should be less slow in granting it, when we ask only for a loan, a loan only of her bonds, her good name; a name highly honored everywhere, which we may use in the money markets of the world, in place of our own humble and mortgaged name, and by so doing save fully one million of dollars, the very amount which we desire to borrow. We may safely assure her, that when the connection at Charlotte is made, and the Road finished to Rutherfordton, that not only the interest *will* be regularly met, but that the income of the Road will be amply sufficient for making an annual sinking fund sufficient for meeting the entire debt at maturity. That the sooner the work is accomplished, the more certainly and earlier will this assurance be verified. The slower we drag along, the greater is the cost of the work, and greater do our embarrassments become. The North Carolina Road had adequate means and was finished with rapidity, and to this fact we may attribute, in a great measure, its cheapness. We recommend, therefore, that for the completion of the work we have entered upon, that the Company shall memorialize the Legislature through a Committee for the aid we need, and for such other amendments as may be necessary for the successful prosecution of our enterprise, and we should entreat her to save us from the hands of merciless capitalists; for if we are preyed upon by them, the hopes and investments of our

Stockholders, to the extent of one million of dollars, now nearly expended by individuals and counties will be engulfed, and forever lost. In our application we should ask for aid at an early day for an amount to enable us to press the work vigorously forward; and also for enough to purchase the iron necessary for the balance of the Road. Rails are now as low as we can desire, or expect them to be, and it behooves us to procure them, if possible, before a rise in price. We have been negotiating for them on time, to be paid for out of our promised State aid, when received, but the additional price asked *for the credit*, with the interest on it, gives but such slight advantage over any rise that may be anticipated, that we declined the proffered terms. This is an important matter, as it may save us as much as \$240,000, if attended to at an early day; and it is only necessary to provide for the first cost of the iron, with the freight on the same, as the iron may be bonded and the duty paid when it is needed.

As Rockingham is in the middle of the fifth section of twenty-five miles, and there will necessarily be a pause in the work at that point, we should apply to the Legislature for one-half of her promised aid, to be paid to us according to our present charter, when we reach that place. We shall then owe for the iron and equipment that will be laid down and in use to the middle of the fifth section; and it is but fair that our State aid should be commensurate with the State's lien upon the same. No other alteration in our charter is necessary, as to our present State aid. It is true that we are compelled to anticipate its reception by loans, and to spend the amount before we get it. Yet, thus far we have been enabled to do so without much difficulty, and the fund has been rendered nearly as effective as if we had it in hand.

It is to be hoped that in less than two years more we shall be enabled to put under contract the remaining graduation, erect the bridges, and finish the entire Road to Rutherfordton. This is perfectly practicable, were the means at hand. Our Stockholders will then possess a franchise of which they may well be proud. Thus far our freights and travel have far outstripped all our expectations, and we have not transported freights for more than half the amount we might have done, for want of time and equipment. When our Road is finished to Rutherfordton, we may in all reason expect our first year's income to be at least \$325,000; of this the interest will require but \$180,000, leaving \$145,000 for expenses and a sinking fund; and annually thereafter as is invariably the case, the income will increase by a heavy per centage. Our Stockholders should, therefore, look to their franchise as a valuable one — should watch its interests and aid its progress. So soon as the interest is met regular-

ly, and a small annual sinking fund set aside to meet the principal, they may feel that the debt is extinguished, and the excess of the income is their own. We have now done enough to place ours upon the list of operating Rail Roads; we have done enough to give assurance of final success, and done far more than our bitter adversaries were ever willing to admit, or our timid friends could hope to see. If we had courage in the beginning, there is certainly no room for despair now each successive year has brought us nearer to the attainment of our first hopes; and now with still Onward as our Motto—with energy in our wills, and determination in our might, let us not pause until “the Old North State” and companions may mingle the sparkling Mountains’ dews of the morning with the briny spray of Ocean in the evening.

By order of the Board.

Respectfully submitted,

H. W. GUION, *President.*



## REPORT OF THE CHIEF ENGINEER.

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ENGINEER'S OFFICE, W. C. & R. R. R. }  
Wilmington, N. C., Oct. 24th, 1860. }

H. W. GUION, Esq.,

*President W. C. & R. R. R. Co. :*

SIR:—I beg leave to submit for the consideration of the Board of Directors and of the Stockholders, the following report of the operations of the department under my charge :

### EASTERN DIVISION.

*Graduation.*—Under this head it was stated in my last report to the Board of Directors, that there remained to be completed at that time 409,000 cubic yards of excavation and embankment in the Counties of Bladen and Robeson, and 472,000 cubic yards, in the County of Richmond, below Rockingham. As most of this work was in detached sections, and the unfinished work of contractors who had abandoned their contracts, it was deemed advisable as the best means of getting it done with certainty and dispatch, that a force of hands should be employed, to be worked under the immediate control of the officers of the Company, and on Company's account. In accordance with this decision an effort was made at the commencement of the present year, to hire the force considered necessary for this purpose, and to supply the other wants of the Company; but in consequence of the great demand for hands, not alone for use in our own State, but for work at points south of us, the requisite force of negroes could not be hired. Those obtained, after organizing a force for pile driving and supplying our other necessary wants, were placed in charge of Mr. Joseph A. Parker, who commenced work with them below Brown Marsh Swamp. The inadequacy of this force led to the employment of white labor, at all times with us unreliable and difficult to be kept up. The organization of the white force was effected in February, and under the supervision of Mr. Benj. Scott, was set to work at Jacob's

Swamp, about four miles east of Lumberton. With these two forces constantly employed, the former increased during the summer season to a considerable extent, most of the unfinished graduation on the first 100 miles from the Cape Fear River has been completed, or so nearly so, that unless with very bad weather we may confidently look forward to its completion before the expiration of the present year.

Above the first 100 miles, and below Rockingham, there are six unfinished sections, viz: 42, 45, 48, 49, 50, and 51; having an aggregate of 226,000 cubic yards of excavation and embankment; of these, section 51 is under contract, and will be completed by the end of the year. On sections 49 and 50, embracing the heavy work consequent upon the crossing of of Mark's Creek, the white force, under Mr. Scott's supervision, is at work and making good progress. Section 45, at the Horse Pen branch, contains an aggregate of 85,500 cubic yards, chiefly embankment. For this section provision must speedily be made to provide against delay in completing the track to Rockingham. Since the last report no opportunity has offered for contracting for the work between Rockingham and Pee Dee River, and, as our force was too small to spare any for work there, it remains as before.

In Anson County, there are 35 sections in all, 26 of which have been put under contract to parties residing in the County, but of these nine sections will probably have to be relet, as the contractors to whom they were awarded, have so far progressed so slowly that there is but little probability that they can be finished in time, without a resort to this course. In the nine unlet sections there is an aggregate of 485,000 cubic yards of earth and rock, estimated to cost \$76,000; and in the nine sections to be relet, there is an aggregate of 316,000 cubic yards of earth and rock, estimated to cost \$44,000.

In Union County there are thirty-three sections, twenty-two of which have been put under contract to residents of the County, and who though working generally with small forces, will get through in time. In the eleven unlet sections there is an aggregate of 182,000 cubic yards of earth and rock, estimated to cost \$48,600.

Mecklenburg County contains eighteen sections, but three of which have been put under contract, and on which no work has yet been done. On sections 78, 79, and 80, a force of white hands, under the supervision of Mr. McNinch, is at work on Company's account. This force was moved from the western division in July, and has been, since its removal, making fair progress.



## BRIDGING AND TRESTLE WORK.

The trestle work at Brown Marsh Swamp, 4,600 feet in length, which was commenced in October last, was not completed until late in March of the present year, when the machine in use was moved to the Big Swamp, and commenced the work of pile driving under the supervision of Mr. C. M. Thompson, on the 26th of April. In August, this work, 7,900 feet in extent, was finished, and the machine moved up to the third crossing of Lumber River, near Dr. N. McNair's, where it is now at work. The work here, 2,050 feet in length, will be finished by the 1st of November, and will complete all the work of that description on our line. In addition to the work here enumerated, 1,100 feet of truss work had to be put up in Bryan's Swamp; and at Jacob's Swamp, and the crossing of Lumber River, near the mouth of Raft Swamp, in addition to the permanent trestling required, a resort was compelled to be had to some temporary trestling, the difficulties attendant upon getting earth to make the embankments at each place rendering it necessary. This work, though put up roughly, is secure, but will require filling in at as early a period next year as practicable.

The timber for the construction of the two bridges across Lumber River, the one at Lumberton and the other about two miles and a half above, near the mouth of Raft Swamp, was contracted for at an early period in the year, to be delivered in April, but it was not in either case delivered until a much later period, and hence some delay has taken place at each of the bridges. The bridge at Lumberton was so far finished that the train crossed it on the 11th instant; the bridge above, (the framing of which could not be commenced for want of the timber earlier than the 24th of September,) will be completed so as to admit the passage of the train during the next week, after which no farther difficulty from bridging will be encountered, until we reach Rockingham.

The masonry for the bridge at the Pee Dee River which has been under the supervision of Mr. Chilson, is progressing very well—the foundations of the abutment on the eastern side, and of the five piers east of Deberry's Island, have all been put in; the abutment nearly completed, and the piers being finished up.

The abutment on the western side, and the two piers west of Deberry's Island, cannot be put in before next year; but no delay or difficulty is to be apprehended from this cause. For the superstructure of this bridge, together with those over Hitchcock's creek, and one over Falling Creek, above the

Rockingham factory, provision will have to be made at an early date. Nothing has yet been done towards the construction of any portion of the bridges in Anson, Union, or Mecklenburg Counties, but as these are in each case comparatively small, consisting, except in one instance, of but one span, no difficulty will be encountered.

#### TRACK LAYING.

At the date of the previous years' report, the track had been laid up to Livingston Creek bridge. This bridge was crossed on the 19th of October, and the track pushed forward, so as to complete the first section of twenty-five miles, on the 1st of December.

In January, in consequence of the difficulty of procuring labor, an efficient force for track-laying was not organized until the close of the month; this force, chiefly white, has since been engaged in prosecuting the work, but in consequence of the delays arising from the unfinished state of the grading, not as much progress has been made as was anticipated. The second section of twenty-five miles was completed on the 19th of July, and the track is now laid up to the truss work at the crossing of Lumber River, at the mouth of Raft Swamp, a distance of sixty-five miles from the Cape Fear River. The bridge which now delays the track will, as before stated, be finished early next week. After crossing it, there will be nothing to delay the work, except the seeming impossibility of keeping up a supply of ties ahead of the track force.

#### WESTERN DIVISION.

*Graduation.*—On this division, as on the eastern, in consequence of having a number of detached sections, which could not be advantageously contracted for, it was determined to employ hands to be worked on Company's account; in carrying out this, the difficulty encountered on the eastern division, in securing a sufficient force of negroes, was met here, and led to the same alternative of employing a force of white hands. The negro force secured was placed in charge of Mr. Tannor, and commenced work upon section 7. The white force was put in charge of Mr. McNinch, and commenced work on section 4; these two forces have been kept continuously at work—the former still on the western division, and the later, until July, when it was moved to the eastern division. On the first twenty-five miles of this division, very little remains to be done; the force now employed will, without very bad weather, get through by the 1st of December. On the second twenty-five mile section, all the work is contracted for, except five of the light

sections, and for these provision has been made. The work contracted for and unfinished is in the hands of energetic contractors, who will get through in time to avoid delay. On the third twenty-five mile section, comprising the remainder of the work to Rutherfordton, but five sections remain to be provided for—those under contract are being pushed forward and will, it is believed, be completed by the time stipulated.

#### BRIDGING.

The bridges over Long Creek and the Catawba River have been so far completed that the track has been laid across them. Between the Catawba River and Lincolnton, the culverts are all complete. At the south fork of the Catawba, the masonry is very nearly complete, and the timber for the superstructure contracted for. At Indian Creek, the masonry is under contract, and work commenced, and we have assurances from the contractor that it will be completed in time. At Muddy fork, the culvert, which at the date of the last report was under construction, has been completed. At Buffalo, the masonry for the bridge has been commenced, and so far prosecuted with such vigor that its completion at an early day may be confidently looked forward to. Above this point no provision has yet been made for the bridges, or culverts, except those of small size.

#### TRACK-LAYING.

This was commenced in April, but owing to delays, consequent upon the unfinished state of the grading and of the bridges at Long Creek and the Catawba, but little progress has been made. The track is now laid a distance of about twelve miles and a half from Charlotte. As there is now no serious cause for delay, we expect that better progress will be made, and that the first twenty-five mile section will be completed at an early day in December.

#### EQUIPMENT.

Our equipment at this time consists of seven Locomotive Engines, one first class passenger coach, 16 box cars, 35 flat cars, twelve gravel cars, and 16 crank and dump cars, for section masters. Five of the locomotives are on the eastern division, viz: the Old North State, the Rutherford, and the Cleaveland, of eighteen tons each, built by Messrs. M. W. Baldwin & Co., of Philadelphia; the Brunswick, of twenty tons, built by Messrs. Norris & Son, of Philadelphia, and the Gaston, a construction engine of small size, built by the Jersey City Locomotive Works. The Wilmington, built by Messrs. Norris & Son, and of the same class as the Brunswick, is on Western Division. The Bladen, an engine of about twenty

tons, just received from the Jersey City Works, is also on this latter division.

The Old North State, our first engine, was, until the arrival of the Rutherford, in Dec. last, employed with the material train; since then, and until the Gaston was ready for work, it has been employed with the gravel train, chiefly filling in at the wharf at Riverside; this engine is now laid up for some necessary repairs, which will be completed in a few days. The Rutherford has been constantly employed with the material train, and is yet engaged on that service. The Brunswick, originally intended for the western division, has been employed chiefly with the freight train. The Cleaveland has been, and is now, with the passenger train, which commenced service on the fifth of July. For the business of this and of the freight train, reference is made to the report of the Master of Transportation.

#### ROADWAY.

This has been kept in good order though requiring for this purpose an apparently large force. The necessity for this large force has arisen from the fact that much of our track has been laid upon a road-bed just finished; and in addition to this we have encountered, on the Eastern Division, two or three very bad cuts, the sides of which have, from their tendency to slide after every rain, given us very great trouble. These cuts are now in good condition, and will, we hope, continue so during the winter months.

For convenience of attention to road repairs, the line, as far as laid, has been divided into sections of ten miles, and at the middle of each of these sections good and comfortable houses have been erected for the section master and hands.

Respectfully submitted.

JOHN C. McRAE,  
*Chief Eng. W., C. & R. R. R.*

TREASURER'S OFFICE, EASTERN DIVISION, }  
Wilmington, N. C., Oct. 1st, 1860. }

SIR:—I have the honor herewith to submit to you, in condensed form, the accounts of the Wilmington, Charlotte & Rutherford Rail Road Company, for the Eastern Division, as I find the same on the Books kept by Mr. David S. Cowan:

The statement marked A. is the Cash Account, which shows the amount of receipts and the amount disbursed on the several accounts represented therein.

The statement marked B. shows the debits and credits of each account on the general Ledger. This manner of exhibiting the proceedings of the Treasury Department will convey more satisfactory information than can be derived from an exhibit where only the balances are shown.

Respectfully submitted,

D. A. McRAE, *Treasurer.*

H. W. GUION, Esq., *Pres. W., C. & R. R. R. Co.*

DR.

(A.)  
CASH.

CR.

1860.

Oct. 1,	To Balance Oct. 1st, 1859,.....	\$3,141 68
	“ Capital Stock,.....	3,352 71
	“ Wilmington Bonds,.....	29,771 40
	“ Bills Payable,.....	335,713 69
	“ Bills Receivable,.....	10,600 00
	“ North Carolina Bonds,.....	158,770 00
	“ Interest,.....	6,840 00
	“ Mecklenburg Bonds,.....	7,846 00
	“ Transportation,.....	3,435 00
	“ Wharf at Riverside,.....	85 50
	“ Store Accounts,.....	400 59
	“ Western Division,.....	1,000 00
	“ Sundry Individuals,.....	1,749 00
		<hr/>
		\$562,745 57

1860.

Oct. 1,	By Cash to	Contractors,.....	\$46,743 14
	“ “	Superstructure,.....	13,221 56
	“ “	Equipment,.....	3,643 81
	“ “	Graduation,.....	16,818 26
	“ “	Engineering Department,.....	7,132 58
	“ “	Bills Payable,.....	384,565 44
	“ “	Interest,.....	16,113 14
	“ “	Iron,.....	478 75
	“ “	Bridges and Trestles,.....	10,590 48
	“ “	Crossies,.....	17,421 41
	“ “	Ware Houses and Water Stations,.....	1,812 82
	“ “	Expense,.....	3,782 34
	“ “	Anticipation Bonds,.....	1,287 25
	“ “	Right of Way,.....	64 67
	“ “	Wharf at Riverside,.....	1,213 27
	“ “	Road Department,.....	1,390 39
	“ “	Steam Ferry,.....	1,494 25
	“ “	Steamer Clarendon,.....	1,205 00
	“ “	Section Houses,.....	300 00
	“ “	Transportation,.....	469 01
	“ “	Pee Dee Bridge,.....	14,983 73
	“ “	Chairs and Spikes,.....	63 53
	“ “	Western Division,.....	1,228 23
	“ “	Real Estate,.....	802 50
	“ “	Stores,.....	4,640 76
	“ “	Capital Stock,.....	5 00
	“ “	Sundry Individuals,.....	4,706 68
	“ “	Balance,.....	1,626 57
			<hr/>
			\$562,745 57

(B.)

## TRIAL BALANCE, OCTOBER 1st, 1860.

Cash,.....	\$562,745 57	\$561,119 00
Capital Stock,.....	5 74	475,418 16
Interest,.....	26,344 76	
Bills Payable,.....	405,730 77	545,617 24
"    Receivable,.....	21,819 80	10,786 24
Graduation,.....	268,857 02	
Right of Way,.....	1,134 67	
Wharf at Riverside,.....	3,430 26	23 50
Real Estate,.....	73,177 20	
Bridges and Trestle,.....	31,780 40	
Cross Ties,.....	48,924 32	
Collecting Agents,.....	675 72	
Superstructure,.....	35,304 25	
Iron,.....	373,321 34	75 00
Equipment,.....	69,366 70	
Western Division,.....	4,044 01	1,000 00
Wilmington Bonds,.....	156,000 00	101,200 00
Mecklenburg Bonds,.....	15,500 00	
Anticipation Bonds,.....	1,467 25	70,683 54
Ware Houses and Water Stations,.....	3,078 04	
Pee Dee Bridge,.....	15,139 41	
Coupon Bonds,.....		400,000 00
James T. Souter,.....	232,000 00	386,454 67
Chairs and Spikes,.....	25,384 96	7,482 83
Stores,.....	5,566 36	400 59
Road Department,.....	1,860 87	
Oil and Waste,.....	248 12	
Steam Ferry,.....	1,494 25	
Steamer Clarendon,.....	3,591 00	
Transportation,.....	469 01	3,435 00
Section Houses,.....	300 00	
Profit and Loss,.....	30,201 50	
Anson Bonds,.....	21,955 43	22,607 93
Union Bonds,.....	60,000 00	9,435 18
Richmond Bonds,.....	50,000 00	
Wood,.....	16 50	
Machinery Department,.....	36 00	
Pay Rolls,.....	2,290 30	
Engineering Department,.....	26,636 44	
Engineers for Disbursements,.....	27,573 20	22,643 33
Expense,.....	18,693 34	
Sundry Individuals,.....	9,534 21	17,316 51
	\$ 635,698 72	\$2 635,698 72

WILMINGTON, CHARLOTTE & RUTHERFORD R. R. Co., }  
 Treasurer's Office, W. D., Oct. 16th, 1860. }

SIR:—Herewith I submit the accounts from this office, for the fiscal year ending October 1st, 1860. The one marked A. is a condensed Exhibit of the Cash Account; and the other, marked B., is a Balance Sheet from the Ledger, in which both sides of each account are given instead of the mere balances, believing that in this form it will convey more information, and be more satisfactory. The bonds of Rutherford County not yet being in my hands, I have not charged myself with their amount.

The capital stock account exhibits only the amount actually paid in. And bills payable includes all the acceptances of the Company, including those for iron, chairs, spikes, &c., a large part of which will not be due until the 15th of April next. When contractors shall have received final estimates on their work for graduation, masonry, sills, &c.—These several accounts and capital stock will be entitled to additional charges for the 20 per cent. reserved on work done during the past year; but until finished, the same is not carried to the general Ledger.

Respectfully submitted.

V. A. McBEE, Treasurer W. D.

To H. W. GUION, Esq., Pres't. W., C. & R. R. R. Co.



(A.)

CASH ACCOUNT.

D.R. *V. A. McBee in Account Current with Wilmington, Charlotte & Rutherford Rail Road Co.* C.R.

To Cash in hand, October 1, 1859,.....	\$725 23	By Cash paid to Graduation,.....	\$19,877 16
“ from Stockholders,.....	1,302 04	“ “ “ Bridges and Masonry,.....	26,053 94
“ “ “ and interest,.....	1,751 34	“ “ “ Bills Receivable,.....	2,401 50
“ “ “ Bills Receivable and Interest,.....	2,559 29	“ “ “ Expense Account,.....	1,645 26
“ “ “ Bills Payable,.....	135,890 06	“ “ “ Eastern Division,.....	1,953 07
“ “ “ Mecklenburg Bonds,.....	16,999 00	“ “ “ Engineering Department,.....	4,941 77
“ “ “ Interest Account,.....	2,076 00	“ “ “ Collecting Agents,.....	137 64
“ “ “ Eastern Division,.....	1,995 07	“ “ “ Land Damages,.....	159 00
“ “ “ Cleaveland Bonds,.....	24,090 00	“ “ “ Bills Payable,.....	97,721 51
“ “ “ Bridges and Masonry,.....	109 37	“ “ “ Grading Force No. 1,.....	5,043 27
“ “ “ Grading Force No. 2,.....	18 00	“ “ “ “ “ 2,.....	5,838 05
		“ “ “ Sills,.....	124,498 23
		“ “ “ Road Crossings,.....	65 86
		“ “ “ Warehouses and Water Stations,.....	719 86
		“ “ “ Oil, Waste, &c.,.....	108 52
		“ “ “ Superstructure,.....	644 63
		“ “ “ Trestles,.....	1,121 93
		“ “ “ Equipment,.....	788 91
		“ “ “ Cattle Guards,.....	33 00
		By balance in hand,.....	3,762 30
		<u>\$185,515 44</u>	<u>\$185,515 44</u>

(B.)

## TRIAL BALANCE.

Real Estate, .....	\$1,600 00	
Capital Stock, .....		230,225 73
Cash Account, .....	185,515 44	181,753 14
Engineering Department, .....	17,197 83	
Graduation, .....	207,792 47	
Bridges and Masonry, .....	60,688 04	109 37
Superstructure, .....	644 63	
Profit and Loss, .....	5,406 85	
Land Damages, .....	1,189 25	
Collecting Agents, .....	211 67	
Anticipation Bonds, .....	6,046 69	58,963 17
Interest Account, .....	2,550 03	3,094 06
Mecklenburg Bonds, .....	19,100 00	19,100 00
Cleveland Bonds, .....	49,161 33	31,397 24
Rutherford Bonds, .....		
Bills Receivable, .....	5,109 00	3,086 03
Bills Payable, .....	113,636 66	398,545 72
Expense Account, .....	2,590 89	
Eastern Division, .....	1,953 07	2,568 04
Sills, .....	15,521 40	
Road Crossings, .....	65 86	
Ware Houses and Water Stations, .....	719 86	
Trestles, .....	1,682 89	
Oil, Waste, &c., .....	108 52	
Chairs and Spikes, .....	7,639 24	
Iron Account, .....	190,322 76	
Equipment, .....	28,074 49	
Cattle Guards, .....	33 00	
Grading Force No. 1, .....	5,294 87	4,434 50
"    "    "    2, .....	5,881 26	6,226 32
Joint Expense Account, .....	3,765 32	
	\$939,503 32	\$939,503 32

# REPORT OF MASTER OF TRANSPORTATION.

TRANSPORTATION OFFICE, }  
October 1st, 1860. }

Mr. H. W. GUION, *President, &c.*

I herewith submit a report of the condition and operations of the Transportation Department of the Road, from July 1st, 1860, to Oct. 1st, inst., during which time I have acted in the capacity of Master of Transportation.

The stock equipment of this department (in which the stock properly in the service of the Road Department is not included,) consists in all of two engines, twenty-five platform cars, ten box cars and one coach—all in working order. This force, in consequence of the repeated demands made upon it for service in the Road Department, has not proved sufficient for the proper dispatch of the freight that has offered, and indeed, will soon, with its entire employment, be inadequate to the constantly increasing demands of the business.

The receipts from this Department have been as follows :

### FREIGHTS.

Month ending July 31st, 1860, Outward Freight,	\$236 84	
“ “ “ “ “ “ Inward “	754 88—	\$991 72
“ “ Aug. 31st, 1860, Outward “	282 93	
“ “ “ “ “ “ Inward “	1,090 68—	\$1,373 61
“ “ Sept. 30th, 1860, Outward “	436 20	
“ “ “ “ “ “ Inward “	1,194 67—	\$1,630 87
<hr/>		
Total freight receipts three months ending Sept. 30th, 1860,.....		\$3,996 20
Various dates to July 1st, 1860, Outward Freight,	371 72	
“ “ “ “ “ “ Inward “	964 60—	\$1,336 32
<hr/>		
Total receipts from Transportation of Freight to October 1st, 1860,.....		\$5,332 52

### PASSENGERS.

Month ending July 31st, 1860, 230 Passengers,.....		\$ 279 30
“ “ Aug. 31st, 1860, 393 “ .....		460 75
“ “ Sept. 30th, 1860, 424 “ .....		544 55
<hr/>		
To October 1st, total,.....1,047 Passengers,.....		\$1,284 60
<hr/>		
Freights,.....	\$5,332 52	
Passengers,.....	1,284 60	
<hr/>		
Total,.....		\$6,617 12

## NUMBER BARRELS NAVAL STORES.—COMPARATIVE STATEMENT.

	Bbbs. Rosin.	Bbbs. Spirits.	Bbbs. Turpt.
July,.....	1,610	355	58
August,.....	2,537	347	299
September, .....	2,720	394	170
	<hr/>	<hr/>	<hr/>
Previous to July,.....	6,867	1,096	527
	2,369	339	170
	<hr/>	<hr/>	<hr/>
Total,.....	9,236	1,435	697

Respectfully submitted.

T. L. LOVE, Master Transportation.





UNIVERSITY OF N.C. AT CHAPEL HILL



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